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No Other Town in the World the Size of Grants Pass Has a Paper With Full Leased Wire Telegraph Service.

KAISER'S SUBMARINES BRING WAR TO EAST COAST OF UNITED STATES

At Least Six, and Possibly Nine Unarmed Merchantmen Under British, Dutch and Norwegian Flags Are Sent to the Bottom South of Nantucket Sunday Night, All Being Warned Before Death-Dealing Torpedo Was Fired

Boston, Oct. 9.—The transatlantic lane over which has flowed a steady stream of munitions and supplies for the allied powers from American shippers, is in the grip of submarines of the kaiser's navy today.

Six unarmed merchant ships are known to lie on the ocean bottom south of Nantucket, torpedoed by German submarines, and late reports are that two, and possibly three, more have been sunk.

The vessels positively known to have been sunk are:

The Stephano, 2,143 tons, British Red Cross line, St. Johns, N. F., to New York.

The Strathdene, 4,321 tons, British, New York to Bordeaux.

The Westpoint (no tonnage given), British, London to Newport News, Va.

The Kingston (no tonnage given), British, destination not known.

The Bloemerdijk, 3,201 tons, Dutch, New York to Rotterdam.

Christian Knudsen, 2,538 tons, Norwegian, destination unknown.

The passengers and crew of all the vessels are known to have been rescued, with the exception of those of the Kingston. The fate of the men on this ship is yet unknown.

Allied warships are now closing in upon Germany's new submarine zone.

The crackling wireless of three British cruisers is mingling with that of American destroyers out upon the sea on missions of mercy and rescue.

Reports to Nantucket, Newport and Boston indicate there is certainly more than one submarine striking terror along the great international waterway. Officials of the steamer Kamsan today, after being held up by a submarine yesterday, indicated their belief that two of Germany's super U boats were operating at America's very portals.

A dispatch from the United Press correspondent at Newport, R. I., declares Miss Margaret Wilson stated positively that she saw the name "U-61" painted on a life preserver of the submarine which sank the steamer Stephano. Miss Wilson, who was a passenger on the Stephano, said she looked at the submarine through glasses and declared she could not be mistaken on the letter and figures she saw. As the fighting submarine which put in at Newport was the U-53 this would definitely account for two submarines.

At Nantucket a report has been picked up that two or three submarines are in action and that the number of ships sunk is now eight or nine.

The crew of the steamer Kingston, one of six known victims, was still missing today. There is every hope that the men from this ship may still be adrift or picked up by some destroyer which has not yet reported. Good weather prevails off the New England coast and if the Kingston's crew got off before their ship went down naval officers believe there is every reason to take an optimistic view of the situation.

A total of 216 survivors have now been landed at Newport from four United States destroyers. The Ericson landed 81, the Dayton, 68, the Benham, 36, and the Jenkins, 31.

Included among the passengers were many women and 14 babies. The survivors brought stories scarcely equaled in the lore of the sea since the sinking of the Titanic or the Lusitania. There is no doubt in shipping circles here that Germany's plans for intercepting munitions carrying ships were carefully laid. Eluding the allied patrol, the submarines have es-

tablished themselves squarely in the path of practically all trans-Atlantic ships.

The regular lane, recognized by all navigators, is off Nantucket light. It is there that the monsters of the kaiser's submarine force are lurking. They are in a position to strike any type of ship they desire.

For instance, the big American line steamer Philadelphia, with passengers and freight from New York for Liverpool, was in the waters from which the reports of German submarines have come today. The Scandinavian-American liner Frederick VIII is somewhere off that part of the coast, bound from Copenhagen to New York, with Ambassador Gerard aboard.

One of the mysteries of the new undersea campaign is the escape of the steamer Kamsan, chartered by the French government and carrying an enormous cargo of munitions.

GERMANY TO KEEP PROMISE TO U. S.

Long Branch, N. J., Oct. 9.—Less than an hour after President Wilson had publicly announced he would hold Germany to a "complete fulfillment" of Germany's submarine pledges, Ambassador von Bernstorff this afternoon assured the president that the German government intends to keep the promises made during the Lusitania negotiations.

The president's statement was issued to the American people just before Bernstorff arrived at the summer white house. He was with the president 15 minutes.

"We always keep our promises," Bernstorff said, after making known that he had given the president a renewal of Germany's assurances. "I am convinced that the operations of the submarines off Nantucket yesterday were conducted entirely within the bounds provided by Germany's assurances."

Asked if he had given the president the kaiser's reply on the Polish relief matter, Bernstorff replied merely that he had given the president a letter. It was learned authoritatively, however, that the question of peace was not discussed in any form at the conference.

Bernstorff read the statement sent to the American newspapers this afternoon, but he had no comment other than to say:

"It is very comprehensive."

FRENCH TRANSPORT SUNK BY SUB-BOAT

Paris, Oct. 9.—The transport Gallia, carrying 2,000 French and Serbian troops, has been torpedoed and sunk. The torpedo exploded the transport's cargo of munitions.

Up to the present 1,362 soldiers have been rescued. The survivors were landed at Sardinia.

Presumably the big French liner Gallia is the transport sunk. The Gallia was built in 1913, displaced 14,960 tons and was 574 feet long, with a 62-foot beam. She was registered at Bordeaux and was in south Atlantic service before the war.

SUBMARINE STOPS STEAMER KANSAN

Boston, Oct. 9.—A German submarine other than the U-53 halted the Hawaiian-American steamer Kamsan, officers of the vessel declared on reaching port here today. Their statement, after viewing a photograph of the U-53, taken during the latter's hurried call at Newport Saturday, was taken as conclusive proof that more than one German submarine operated off the New England coast over Sunday.

After studying the photograph, both officers and men said the ship halting them was different and that the men aboard were not the same as those depicted on the U-53.

The submarine raider did not board the Kamsan. Instead, the German captain hailed the vessel from deck, after spotting her American flag, and the U boat dropped out of sight just as abruptly as it had appeared, after being shown the Kamsan's papers and having them examined.

Shipping men were surprised that the Germans should have let the Kamsan go free, inasmuch as her cargo consisted of steel, hay and grain from New York for the French government at St. Nazaire.

The Kamsan will take 2,000 horses aboard here and sail again for the French port. She was chartered some time ago by the French government. She is of 15,000 tons.

The theory that there is more than one submarine off the coast was also borne out by the story told by Captain E. L. Smith of the Kamsan. Smith declared he had hardly departed from the U boat which held him up when he heard the call of the steamer Westpoint, saying she had been fired upon. The Westpoint was some distance away. Captain Smith said:

"I left New York at 10 a. m. Saturday and arrived three miles off the Nantucket lightship at 4:35 Sunday morning. The first warning I had that a German submarine was even in the vicinity was when I heard a shot fired across the Kamsan's bow. I immediately ordered the engines stopped, but before we could come to a standstill there was a second shot. We came to a stop within a few minutes. I then sighted the submarine for the first time. She was a short distance away and an officer hailed the Kamsan from the boat. He asked for our papers. I immediately put over a boat with Second Officer McNamara in charge. He rowed to the submarine and presented our papers. They were carefully examined and McNamara was told we could proceed. An hour after we were first stopped we were under way again."

"Before we had gone far, however, the submarine disappeared beneath the waves, diving out of sight as suddenly as she had appeared. We had hardly left this U boat until I heard the wireless call of the Westpoint, saying she was being attacked by a submarine. I put the Kamsan about and started to her assistance. Before we had gone far we learned that the United States destroyers were within striking distance, so we changed our course again and proceeded to Boston."

Captain Smith could not explain how the submarine commander happened to permit him to continue his voyage. He admitted the Kamsan was carrying contraband and was under charter by the French government.

ALL OF GREEK FLEET WITH REVOLUTIONISTS

Rome, Oct. 9.—The whole Greek fleet has now joined the revolutionary movement, said an Athens dispatch today.

PUBLIC SERVICE CORPORATION IS LOSER IN SUIT

In the circuit court this morning judgment was rendered against the Rogue River Public Service corporation and in favor of the city of Grants Pass for \$1,000, the amount of the bond which the Public Service people had given to guarantee the fulfillment of the terms of a franchise granted by the city. The American Surety company, through which the bond was given, was made a party to the suit, and judgment also is had against this company, and it will be called upon to produce the thousand.

The bond was entered into at the time the Public Service corporation sought and was granted a franchise for the construction of an electric lighting and power line within the city. The terms of the franchise and the bond were that at least two miles of line should be constructed within the city by last April. Up to the present time no move toward the building of the line has been made, and the decree of the court is that the company has failed to meet its obligation and that the bond should be forfeited and judgment be had by the city.

HUGHES ATTACKS EIGHT-HOUR LAW

Newark, N. J., Oct. 9.—Candidate Hughes loosed his heaviest battery of assault on the Adamson eight-hour law here today in a speech inaugurating his third campaign trip. Without using names, he ironically paraphrased "Do not run away and dream that you will have courage in a future day," in referring to what he said was the democratic administration's "capitulation and humiliating surrender to duress."

It was the republican nominee's most careful analysis of the democratic settlement of the railroad strike, which in previous speeches he has dubbed the "paramount" issue of the campaign. He went into great detail to declare that the bill was not an eight-hour measure, but "a mere increase of wages by fixing a different basis for calculating wages."

He quoted Senator Underwood as admitting the question "is a question of wages; that they are not contending for an eight-hour day; that a man shall work only eight hours, they don't want that."

"Service over eight hours," Hughes added, "is not prohibited. It is not penalized. . . . On the contrary, such work is evidently contemplated. The railroad runs must be completed in any case and, under this bill all service over eight hours is simply to be paid for pro-rata. It is therefore wholly misleading to refer to this bill as an eight-hour bill. . . . What is the purpose of this attempt to make the public believe that this bill fixes an eight-hour working day? Manifestly in order to endeavor to justify this extraordinary action of the administration in its abject and humiliating surrender of principle in demanding and securing this legislation without any proper inquiry as the price of peace."

MOTONA NEW JAPANESE FOREIGN MINISTER

Tokio, Oct. 9.—Marshal Count Teruchi, new Japanese prime minister, has completed his cabinet with the statesman, Motona, as foreign minister.

ARTILLERY FIRE BREAKS MONOTONY ON SOMME

Paris, Oct. 9.—Artillerying occurred south of the Somme and in the region of Roye last night, but the utmost calm, so far as infantry operations were concerned, prevailed along the entire front.

14-INNING WORLD SERIES GAME WON BY RED SOX

Sensational Contest Goes Record Distance, and Is Finally Landed by Boston Team by Score of Two to One Over the Brooklyn Dodgers, After One of the Most Remarkable Exhibitions in the History of the Diamond

Braves' Field, Boston, Oct. 9.—Boston Red Sox took the second game of the world's series from the Brooklyn Dodgers here this afternoon in the longest and one of the most sensational struggles of the historic title tilt.

For 14 innings the team battled tooth and nail. In the stands more than 41,000 men and women alternately sat breathless, expecting to see the winning run go over any minute, or cheered themselves hoarse as some wonderful play nipped a rally. Brooklyn's only run was scored by Hy Myers on a terrific circuit smash in the first inning.

For Boston another long distance smash for their first run came when Scott cracked a triple to left in the third inning. Cutshaw then made a costly bobble and Scott came in on Ruth's infield out. It was growing dusk when the issue finally was settled after two hours and 49 minutes of incessant and bitter fighting.

Hoblitzel went down to first on a base on balls, his fourth of the afternoon. Lewis sacrificed him to second and Boss Carrigan then showed rare strategy—at least it was successful—by sending Gainer to pinch-hit for Gardner, while the fleet-footed McNally went in to run for Hoblitzel. The count was one and one on Gainer and the crowd sat breathless, waiting for the turn.

Sherrod Smith, who had pitched peerless ball throughout the afternoon, sent one of his fast ones cutting the plate. Gainer was set for it. He swung his heavy ash to it. There was a crash. The ball sped over Olsen's head. Wheat came tearing in and it seemed that he might reach it. But it was a safe hit. McNally was tearing around third. The crowd, yelling like mad, jumped to its feet. Wheat recovered the ball and made a mighty heave toward the plate. Miller threw aside his mask and, arms outstretched, awaited the ball as McNally bore down on him. The Red Sox runner left his feet, slid over the pan, and an instant after the ball settled in Miller's mitt.

Boston is aroused over the fighting spirit of the Dodgers and they turned out today 5,000 more than saw Saturday's opener. The attendance was 41,373. Receipts, \$82,626. Players' share, \$44,618.04; each club's share, \$14,872.06; national commission's share, \$8,262.60.

Summary—Struck out—by Ruth, 4; by Smith, 1. Bases on balls—off Smith, 6; off Ruth, 2. Two-base hits—Janvrin. Three-base hits—Scott, Thomas. Home run—Myers. Double plays—Scott to Janvrin to Hoblitzel; Mowrey to Cutshaw to Daubert; Myers to Miller.

First Inning
Brooklyn—Johnston flew to Walker. It was an easy pop-up. Daubert fouled out to Gardner. Myers drove a home run into deep center. It was a terrific clout on which Hooper fell down in his attempt to help Walker field it. Wheat fled to Hooper. One run, one hit, no error.

Boston—Hooper out, Smith to Daubert. Janvrin fled to Myers. Walker fouled out to Daubert. No runs, no hits, no errors.

Second Inning
Brooklyn—Cutshaw out, Ruth to Gardner to Hoblitzel. Ruth knocked down the liner and Gardner fielded it. Mowrey lined to Janvrin. Olsen fanned. No runs, no hits, no errors.

Boston—Hoblitzel out, Olsen to Daubert. Lewis singled cleanly through short. Lewis took second on

a balk. Gardner shot a hot one to Mowrey, who threw out Lewis at third, Olsen to Cutshaw. Gardner stopped at first. Gardner out, Miller to Daubert. No runs, one hit, no errors.

Third Inning
Brooklyn—Miller out, Scott to Hoblitzel, hitting the first ball pitched. Smith doubled to right and was out at third, Hooper to Walker to Scott, trying to stretch it. Johnston singled to center. Daubert missed getting a hit by inches when he fouled along the left field line. Johnston out stealing. Thomas to Janvrin. No runs, two hits, no error.

Boston—Scott tripped against the left field fence. The crowd went into spasms. Thomas out, Cutshaw to Daubert. Scott was held at third. Ruth out, Cutshaw to Daubert, Scott scoring. Hooper was safe on first on Cutshaw's error. Janvrin forced Hooper, Olsen to Cutshaw. One run, one hit, one error.

Fourth Inning
Brooklyn—Daubert walked. Myers hit into a double play, Scott to Janvrin to Hoblitzel. Wheat out, Ruth to Hoblitzel. No runs, no hits, no errors.

Boston—Walker out, Smith to Daubert. Hoblitzel walked. Lewis hit into double play, Mowrey to Cutshaw to Daubert. No runs, no hits, no errors.

Fifth Inning
Brooklyn—Cutshaw fanned. Mowrey out, Janvrin to Hoblitzel. Olsen singled to left. Miller fled to Hooper. No runs, one hit, no errors.

Boston—Gardner out, Cutshaw to Daubert. On the first ball pitched, Scott out, Mowrey to Daubert. Thomas doubled to left, and on Olsen's interference Umpire Quigley ordered Thomas to continue to third. Thomas was given a three-base hit. He tripped over Olsen's foot as he rounded second and Thomas fell. He turned back to second, but Umpire Quigley ordered him on to third, Olsen's interference was accidental. Ruth fanned. No runs, one hit, no error.

(Continued on page 3.)

SUBMARINE ACTS WITHIN THE LAW

Asbury Park, N. J., Oct. 9.—The German submarines active in the steamship lane off Nantucket, complied with all rules of international law before acting, Secretary Daniels informed President Wilson in a preliminary report today.

Daniels is expected to make a formal report late in the day. The president will make no statement until complete evidence regarding the submarines is in his hands.

Daniels reported early advices received show no loss of life as the result of the submarine attacks and that the submarines gave full notice of their intentions before sinking any of the vessels. No definite word has yet been received from the crew of the Kingston, which was sunk 30 miles off Nantucket, naval reports said.

Several U. S. destroyers are in that vicinity.